ACTIVE TRANSPORTATION IMPLEMENTATION PLAN
City of Lancaster

MARCH 2024

Prepared by:

Environmental Design Group
The community impact people.

For:

LANCASTER

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City Groups

- City Council Members
- City Council Public Works Committee
- Planning and Zoning

Fairfield County

- Regional Planning
- Active Transportation Committee

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I. EXECUTIVE SUMMARY

A. The City of Lancaster Active Transportation Implementation Plan

The City of Lancaster presents this Active Transportation Implementation Plan ("Implementation Plan") as a specialized attachment to the comprehensive Fairfield County Active Transportation Plan. This document addresses the unique transportation needs, opportunities, and challenges specific to Lancaster, ensuring a cohesive and integrated approach with the broader regional strategy.

While the Fairfield County Plan lays a robust foundation for active transportation across the county, the Lancaster Implementation Plan delves deeper into city-specific elements. This plan aligns with the county's vision but adds granularity, focusing on Lancaster's distinct demographic, geographic, and infrastructural characteristics.

Key Elements:

- Lancaster-Specific Projects: Detailed listing and discussion of infrastructure projects and programs tailored to Lancaster's needs, avoiding numerical ranking for a flexible and adaptable implementation approach.
- GIS and Mapping: Advanced GIS-based maps highlight Lancaster's current active transportation network, identifying areas for enhancement and expansion.
- Safety and Accessibility: A thorough review of safety and crash data specific to Lancaster, informing the prioritization of projects and interventions.
- Stakeholder Engagement: While leveraging insights from the county plan, this document includes an expanded list of Lancaster-focused stakeholders, ensuring a comprehensive representation of community interests.

The Lancaster Implementation Plan is strategically aligned with the Ohio Department of Transportation (ODOT) funding priorities. This alignment not only facilitates the acquisition of necessary resources but also ensures that the plan's initiatives resonate with state-level transportation objectives.

The Implementation Plan serves as a critical tool for Lancaster to advocate for and implement targeted active transportation initiatives. It acts as a detailed guide for city planners, policymakers, and community stakeholders, providing a clear roadmap for enhancing the quality of life, environmental sustainability, and overall mobility within Lancaster.

Developed through a collaborative process, this plan incorporates extensive data analysis, community input, and expert consultation. The methodology balances technical rigor with community-centric approaches, ensuring that the plan is both evidence-based and reflective of Lancaster's unique community values.

The Lancaster Implementation Plan stands as a testament to the city's commitment to a healthier, more accessible, and sustainable future. It is a focused, actionable extension of the Fairfield County Plan, tailored to meet the specific needs of the Lancaster community. Through this plan, Lancaster positions itself as a leader in active transportation, setting a benchmark for other cities in the region.

B. Existing Conditions

This plan echoes the Lancaster-specific existing conditions outlined in the Fairfield County Plan while defining, detailing, and specifying additional conditions and circumstances. The City of Lancaster, nestled in Fairfield County, Ohio, presents a picture of vibrancy and dynamic growth, reflective of its appeal and progressive development initiatives. As outlined in the Fairfield County Plan, Lancaster echoes a unique set of existing conditions while adding further details and context specific to the city. The demographic

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landscape of Lancaster is characterized by a steady population growth, with a projected 2023 population of 41,111, marking a 1.28% increase since the 2020 census. This growth is underpinned by an average household income of $65,043 and a balanced gender distribution, contributing to a mature yet dynamic demographic profile.

The racial composition of Lancaster is predominantly White, with diverse minority populations contributing to the city's rich cultural tapestry. English is the primary language, with a small yet significant portion of the population speaking other languages, primarily Spanish. These demographic attributes underscore the city's inclusive and evolving nature.

Economically, Lancaster is poised for significant growth, thanks in part to Fairfield County's development initiatives, which include four certified business parks and commercial spaces. The county's proactive support for businesses, especially in the face of challenges like the COVID-19 pandemic, signals a strong commitment to economic resilience and growth.

A major catalyst for future development is the proximity to Columbus, where Intel's substantial $20 billion investment is set to generate thousands of jobs and considerable economic benefits for Central Ohio. This development is expected to create a substantial number of construction and permanent jobs, boosting the local economy and positioning the region for technological advancements. Further growth is anticipated, supported by legislative initiatives such as the CHIPS Act, potentially leading to an even more significant investment by Intel in Ohio.

The importance of a well-considered Active Transportation Implementation Plan is accentuated by Lancaster's growth and development, both economically and demographically. The plan is pivotal in addressing the city's demographic characteristics and evolving economic landscape, including the potential influx of a diverse workforce and residents. By enhancing active transportation infrastructure, the plan aims to provide accessible and sustainable transportation options that cater to the city's varied age groups, income levels, and professional backgrounds. It envisions a thriving, inclusive community where active transportation initiatives are aligned with demographic and economic shifts, thereby reinforcing Lancaster's commitment to a sustainable and connected future.

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C. Proposed Projects and Programs

This Plan introduces a range of infrastructure projects and programs designed to enhance walking and cycling as viable transportation modes. These initiatives, aligning with the broader goals of the Fairfield County Active Transportation Plan, are tailored to meet Lancaster's unique needs and demands.

Key infrastructure projects include:

New Sidewalks and Multi-Use Paths: Filling gaps in existing walkways and developing new shared-use paths for improved connectivity.
Enhanced Crossings: Installing signalized pedestrian crossings and mid-block crossings for safer passage.
Dedicated Bicycle Lanes and Facilities: Creating lanes and facilities, including bicycle parking and storage.
Pedestrian and Bicyclist-scale Lighting: Improving visibility and safety during low-light conditions.
Safety and Comfort Enhancements: Utilizing separation or buffer zones, curb extensions, and various intersection treatments.

These projects aim to establish a comprehensive network that encourages and supports active transportation while considering public health outcomes.

To complement these infrastructure developments, several programs and policies are proposed:

Active Transportation Advisory Committee: To offer ongoing advice and feedback on active transportation issues.
Safe Routes to School Program: To ensure safer and more accessible routes for students.
Complete Streets Policy: To design and operate all transportation projects with the safety and accessibility of all users in mind.
Maintenance and Upkeep Policies: To ensure the safety and usability of active transportation infrastructure.
Public Transportation Integration: To improve the cohesion between active transportation infrastructure and public transit.
Accessibility Improvements: To ensure that facilities are accessible to people with disabilities.
Sustainability and Environmental Policies: To integrate eco-friendly materials and promote carbon emission reduction through active transportation.

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These programs and policies are designed to enhance the proposed facilities, promote active transportation, and improve safety in the City of Lancaster.

II. ESTABLISHED ACTIVE TRANSPORTATION PLAN COMPONENTS

A. Vision and Goals

This plan shares the same Vision and Mission as stated in the Fairfield County Plan:
To develop and maintain a high-quality, accessible, and safe active transportation network for all users.

This plan shares the same Goals and Objectives as stated in the Fairfield County Plan:

1. ***Prioritize filling gaps to current network to achieve a highly connected active transportation network.***
2. ***Encourage Fairfield County residents to feel safe and comfortable while using active transportation through county-wide policies and programs.***
3. ***Use active transportation to support a high quality of life that fits Fairfield County's lifestyle.***
4. ***Use an active transportation network to advance Fairfield County's economic development and recreational goals.***

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B. Engagement Efforts and Takeaways

This plan relies upon the public and stakeholder engagement as performed with the Fairfield County Plan. The City of Lancaster remains an active participant in the County engagement objectives. The Fairfield County Active Transportation Plan incorporated extensive stakeholder and public engagement, with key takeaways as follows:

Engagement Process and Structure: The plan involved a multi-step engagement process, including an online public survey, a virtual stakeholder meeting, and a series of public meetings. These were conducted across different geographical areas within the county, with in-person and virtual participation options. This comprehensive approach ensured diverse community input throughout the planning process.

Survey Findings: The online survey, with 458 respondents, revealed several priorities and concerns. Respondents emphasized the importance of improving route safety, increasing the number of multi-use paths, and supporting public health. Sidewalk and shared-use bike path connectivity were identified as major issues, and existing on-street bicycle facilities and sidewalks were often rated as being in poor condition.

Stakeholder Meeting Insights: A virtual stakeholder meeting with 13 community representatives highlighted Fairfield County's diverse travel generators, such as outdoor recreation, local businesses, and seasonal events. The meeting underscored the need for more public and stakeholder feedback, particularly from Buckeye Lake and smaller jurisdictions. A common theme across all focus areas was the need to increase active transportation route connectivity and safety.

Public Meeting Outcomes: Public meetings were held in various community locations, with discussions centering on raising awareness of the planning process and incorporating feedback into the existing plan. Key points raised included the importance of communicating the benefits of active transportation, including its potential to boost tourism, and the need to address maintenance and connectivity issues for supporting active transportation infrastructure.

Safety and Infrastructure Recommendations: Based on the feedback, the plan suggested specific improvements like adding sidewalks in neighborhoods, especially around schools, and creating more

connections to existing trails. Monitoring high-injury event data to identify areas needing safety interventions and implementing speed restrictions in areas with high pedestrian and cyclist activity were also recommended as ways to enhance safety and encourage active transportation.

Overall, the stakeholder and public engagement processes were integral to identifying and addressing the key needs and priorities for active transportation in Fairfield County, ensuring that the plan was reflective of community concerns and aspirations.

C. Stakeholders

In addition to those outlined in the Fairfield County Plan, the following entities have been identified for Lancaster-specific active transportation engagement:

City Officials and Departments:
City Planning Commission
City Engineer
Mayor's Office
City Council
Department of Planning and Zoning
Transportation Department
Parks and Recreation Department

Educational Institutions:
Local schools (both public and private)
School transportation authorities

Emergency Services:
Police Department
Fire Department
Emergency Medical Services

Transit Authorities:
Local public transit agency representatives
Regional transit authorities

Public at Large:
(By holding public meetings and soliciting input from impacted residents as appropriate for various projects.)

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III. EXISTING CONDITIONS

A. Demographic Profile

The City of Lancaster, situated in Fairfield County, Ohio, is a vibrant and evolving city experiencing steady growth and economic development. World Population Review projects a 2023 population of 41,111, an increase of 1.28% since the 2020 census. This growth reflects the city's appeal and its ongoing development initiatives. The average household income in Lancaster is $65,043, against a backdrop of a 15.09% poverty rate. The median age of Lancaster residents is 39.4 years, indicative of a mature yet dynamic population. Of the adult population, 7,181 are seniors, highlighting the presence of an experienced and wise demographic. The gender distribution in Lancaster is nearly balanced, with females constituting 50.42% and males making up 49.58% of the population. See Figure 2 through Figure 6 for charts depicting demographic information for the City.

Racial Composition and Language

Lancaster is predominantly White (92.96%), with other racial groups including those of two or more races (4.5%), Black or African American (1.66%), and smaller percentages of Asian, other races, Native Hawaiian or Pacific Islander, and Native American residents. The linguistic landscape is predominantly English-speaking (97.51%), with a small portion of the population (2.49%) speaking other languages, primarily Spanish.

Economic Landscape

Fairfield County, encompassing Lancaster, boasts four certified business parks and commercial spaces, indicative of its growing economic landscape. The county has been actively supporting businesses through various local options, grants, and loans, particularly in response to challenges posed by the COVID-19 pandemic.

Upcoming Developments

Significant for Lancaster's future is the proximity to Columbus, where Intel's $20 billion investment is set to create thousands of jobs and bring substantial economic benefits to Central Ohio. This investment is expected to generate 7,000 construction jobs and 3,000 permanent positions with an average salary of about $130,000. Such a major investment not only promises a boost to the local economy but also positions the region for future technological advancements and opportunities. The potential for further growth is supported by legislative initiatives like the CHIPS Act, which, if passed, could see Intel investing an additional $100 billion in Ohio, potentially expanding to eight chip manufacturing facilities.

Contextualizing Lancaster in the Active Transportation Plan

As Lancaster continues to grow and develop, both economically and demographically, the importance of a well-thought-out Active Transportation Plan becomes increasingly evident. The plan should consider the city's demographic characteristics, its evolving economic landscape, and the potential influx of a diverse workforce and residents. Enhancing active transportation infrastructure can complement the city's growth, providing accessible and sustainable transportation options for a population characterized by diverse age groups, income levels, and professional backgrounds. The city's active transportation initiatives should align with these demographic and economic shifts, ensuring that Lancaster remains a thriving and inclusive community.

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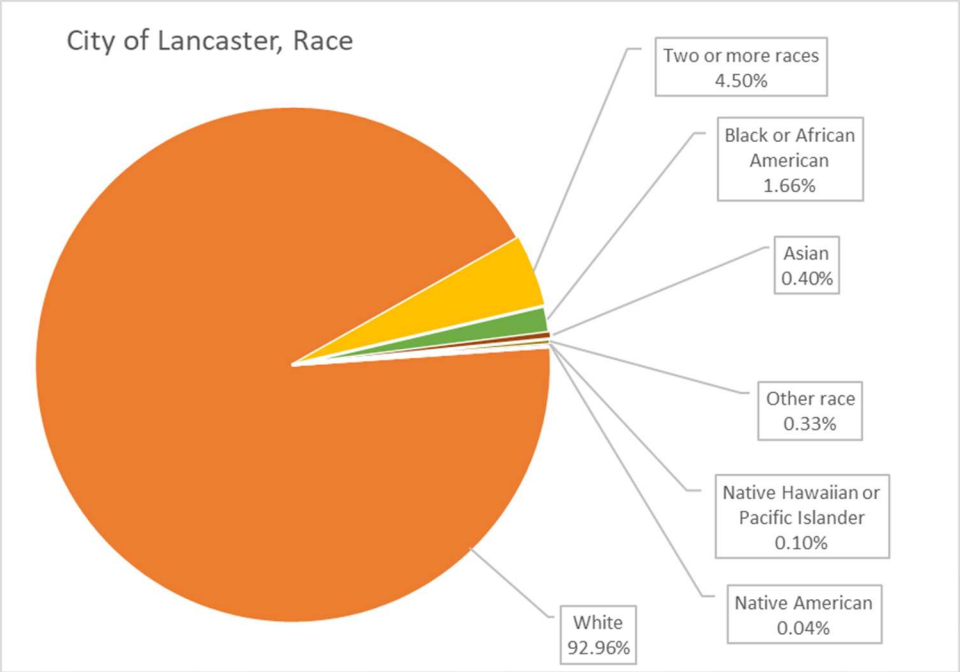

Figure 2 - Race proportions in the City of Lancaster, per DP05 Report, US Census

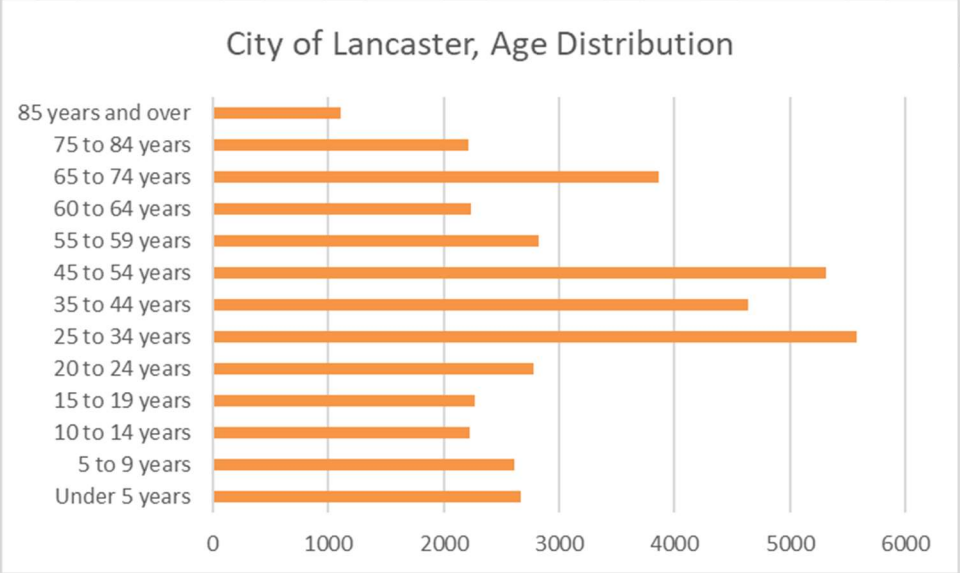

Figure 3 - Age Distribution in the City of Lancaster, per DP05 Report, US Census

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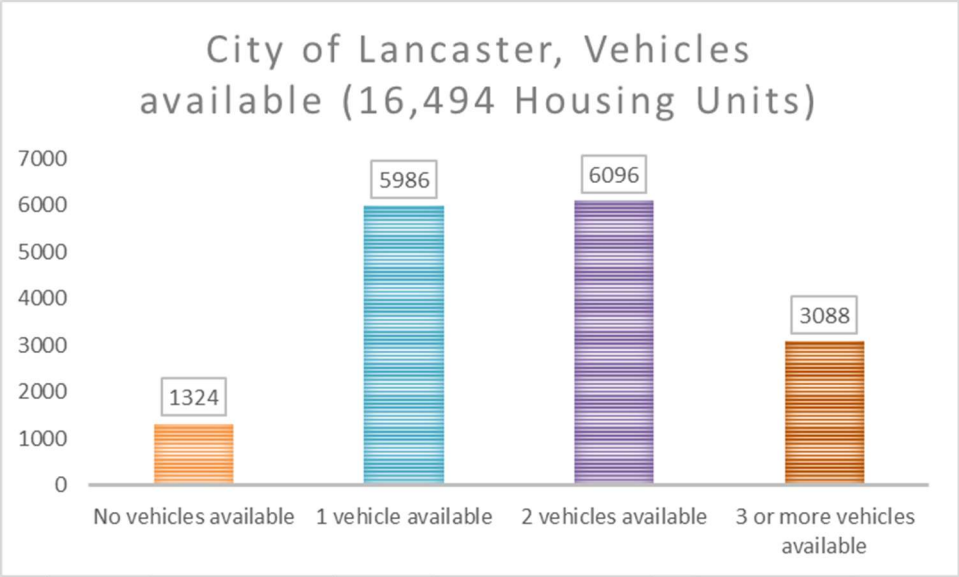

Figure 4 - Vehicles available by household in the City of Lancaster, per P04 US Census

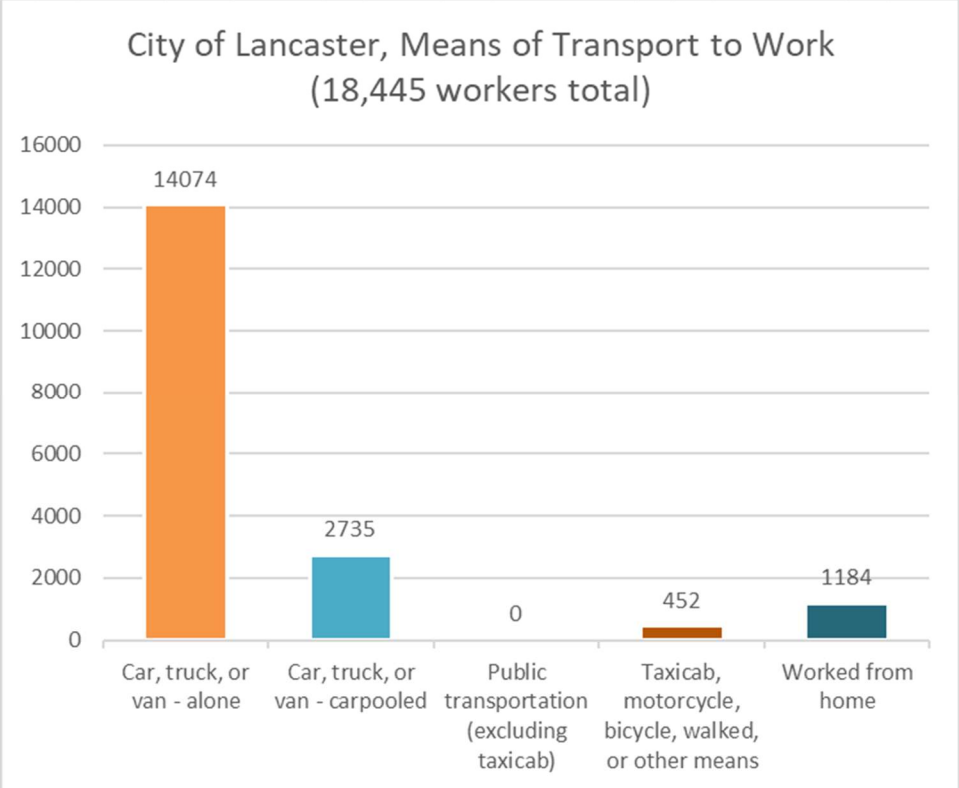

Figure 5 - Means of Transport to Work for residents in the City of Lancaster, per K200801, US Census

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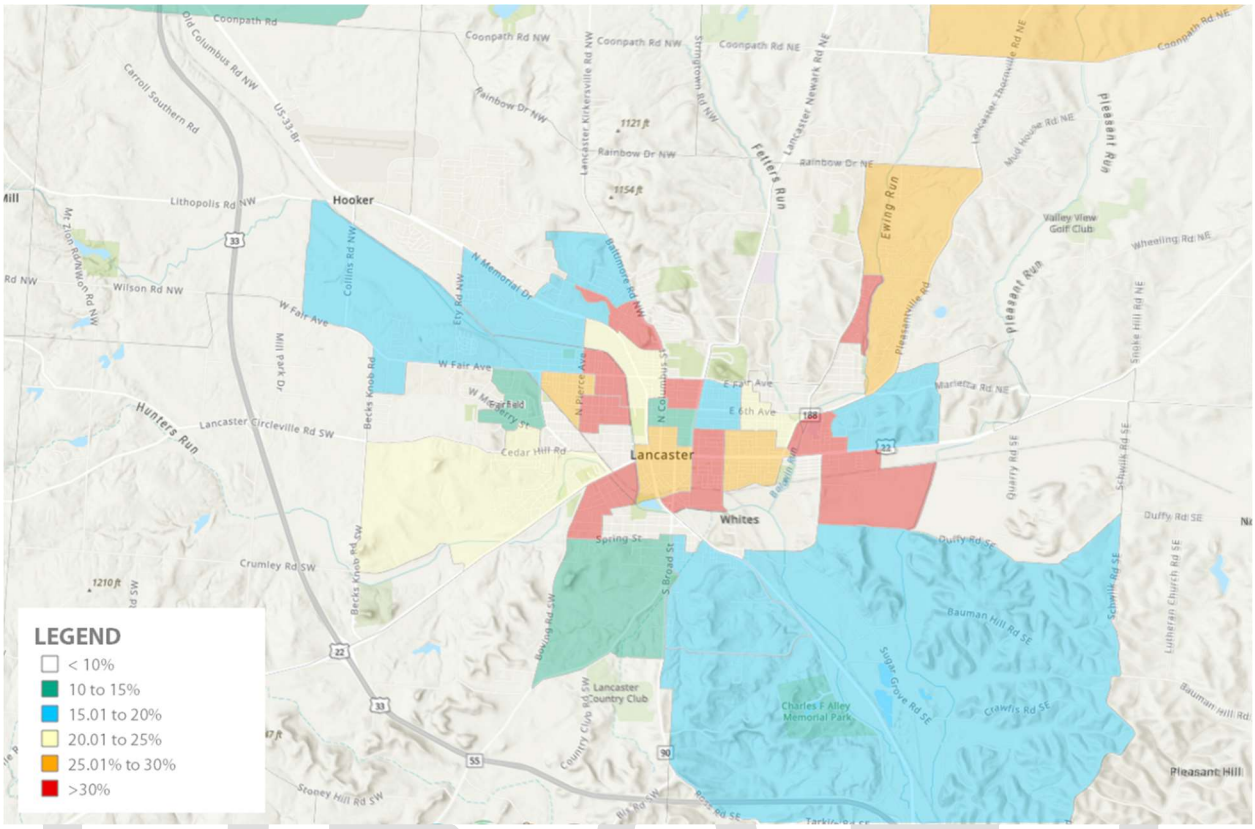

Figure 6 - Areas with the percent of population in poverty.

B. Existing Plans, Policies, and Supportive Programs

The Fairfield County Active Transportation Plan outlines several Capital Improvement Projects, Policies, and Programs on a regional scale. Locally, for the City of Lancaster, the following is pertinent.

Transportation Funding and Investments
The City of Lancaster has utilized a wide variety of funding sources for its active transportation projects, from planning through design to construction. Local and regional partners have also received funding for related projects that serve Lancaster.

Program: Sidewalk Replacement Program

Funding: Annual Allocation towards Active Transportation Projects

Policy: Curb Ramp Rehabilitation Policy

Current Projects:
E Main St Walks
Memorial Drive Walks and Crossings
S Broad Street Walks
Martens Park Pedestrian Bridge Replacement

C. Existing Transportation System Base Map

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Existing GIS data and aerials have been incorporated to create an existing transportation base map, as shown split between Figure 7 and Figure 8 with a full size drawing provided in the Appendix.

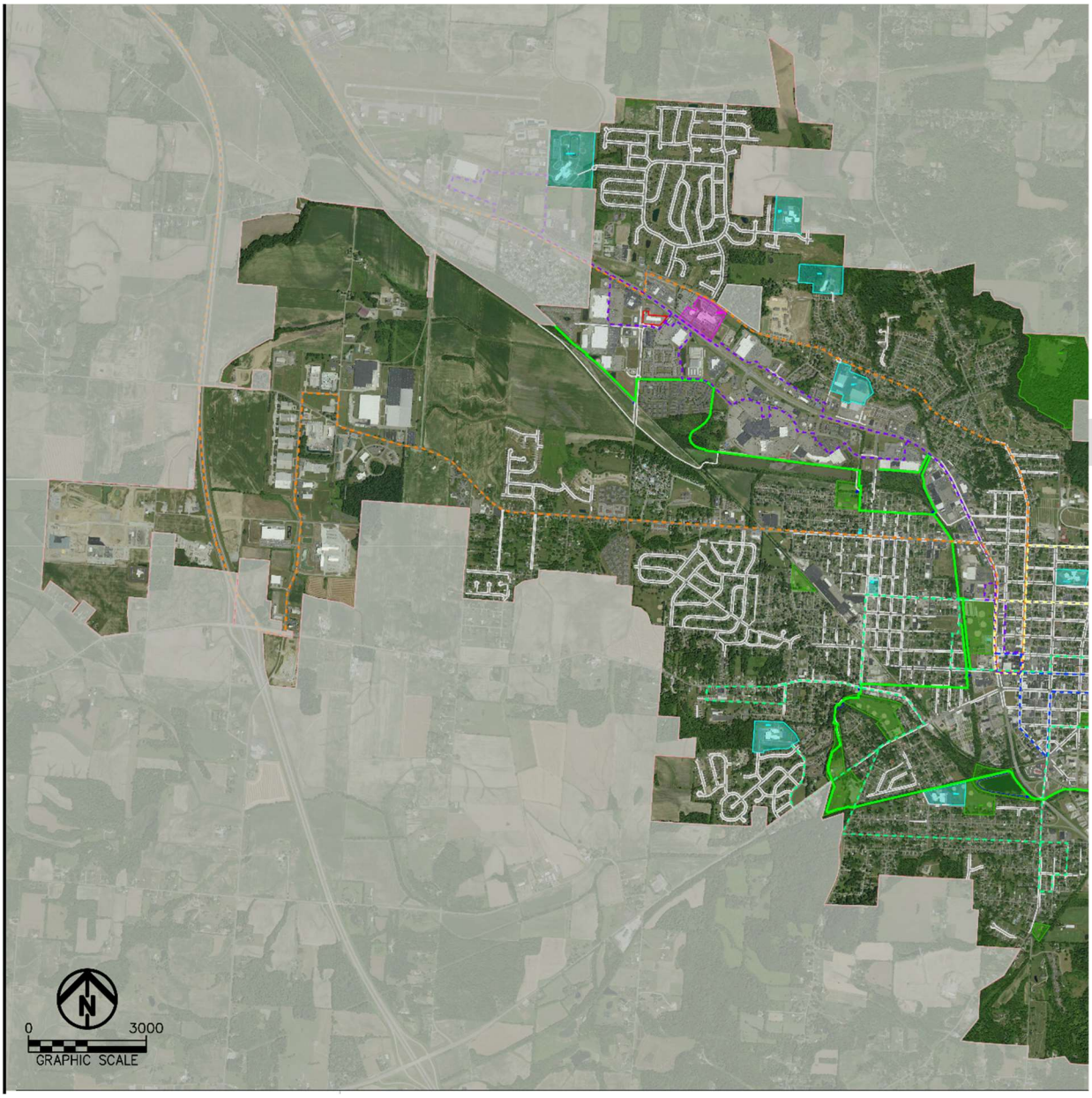

Figure 7 - Existing Active Transportation and Public Transportation in the City of Lancaster (WEST).

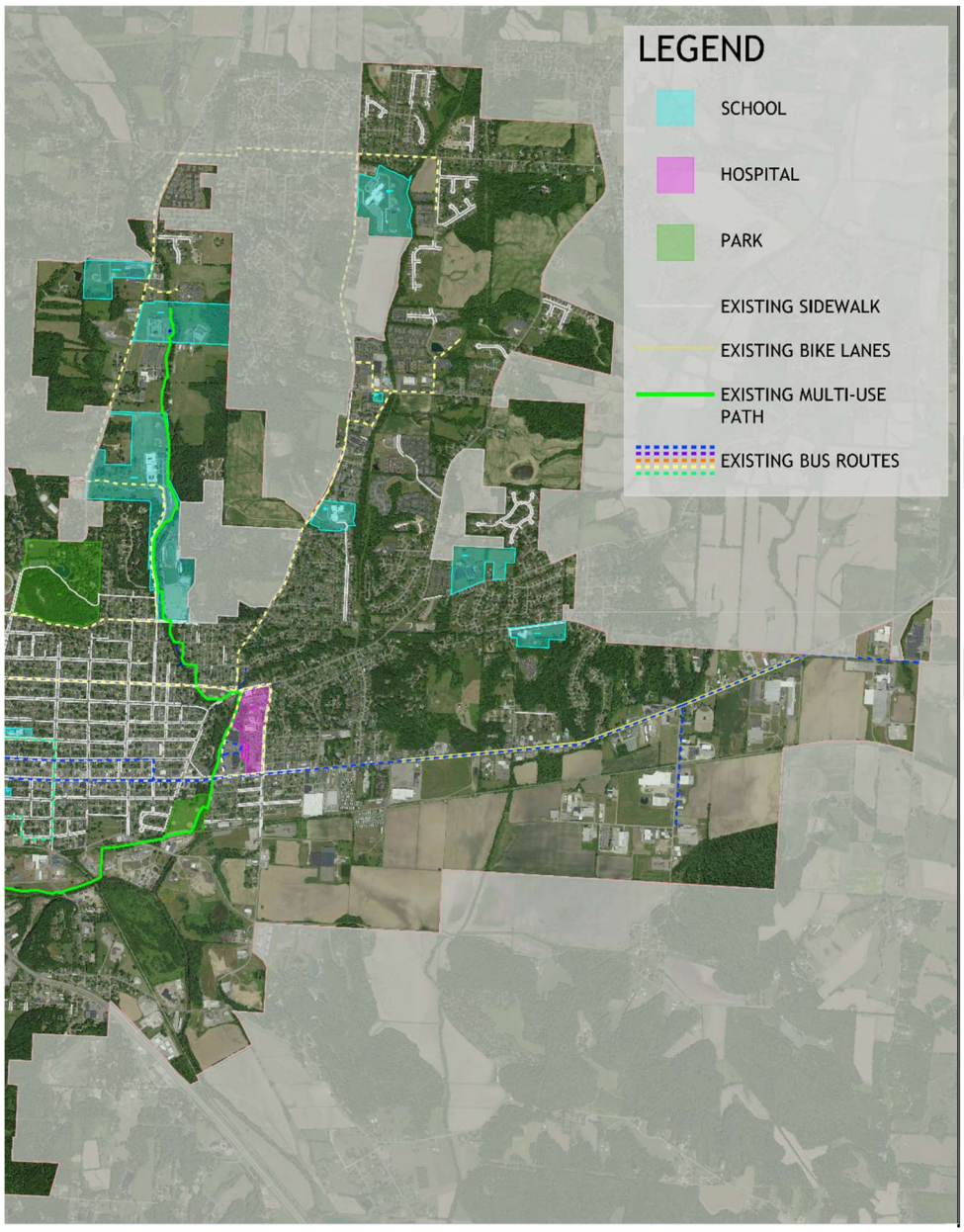

Figure 8 - Existing Active Transportation and Public Transportation in the City of Lancaster (EAST).

Quantitatively, the City of Lancaster has established/constructed 10.9 miles of shared use trails and 117.4 miles of sidewalks. There are five bus routes covering the City from east to west.

Figure 9 shows the existing routes for the US and State Bike Route System, which are designated routes along public infrastructure ranging from roadways to trails. The figure also shows the level of stress (LTS) a cyclist is predicted to feel using the infrastructure. In general, a separated bicycle facility, such as a trail or a

separated bike lane, would qualify as a low-stress (LTS 1) bikeway, while roadways shared with motor vehicle traffic operating at high speeds would receive a higher-stress score. The context of Ohio's bike route system varies substantially and includes urban, suburban, and rural links. It is expected that the system scores will vary as will the type of rider. Scoring factors include posted speed limit, street width, and presence and character of bicycle facilities. The LTS score is usually a starting point for bicycle facility planning and network assessment, to be used along with the project development process and implementation. The scores are detailed as follows:

- LTS 1: Low-stress roadway or trail suitable for all ages and abilities,
- LTS 2: Roadway comfortably ridden by the mainstream adult population,
- LTS 3: Roadway ridden by "enthused and confident" cyclists,
- LTS 4: Roadway ridden by the "strong and fearless" cyclists, and
- LTS 5: Beyond the stress of LTS 4.

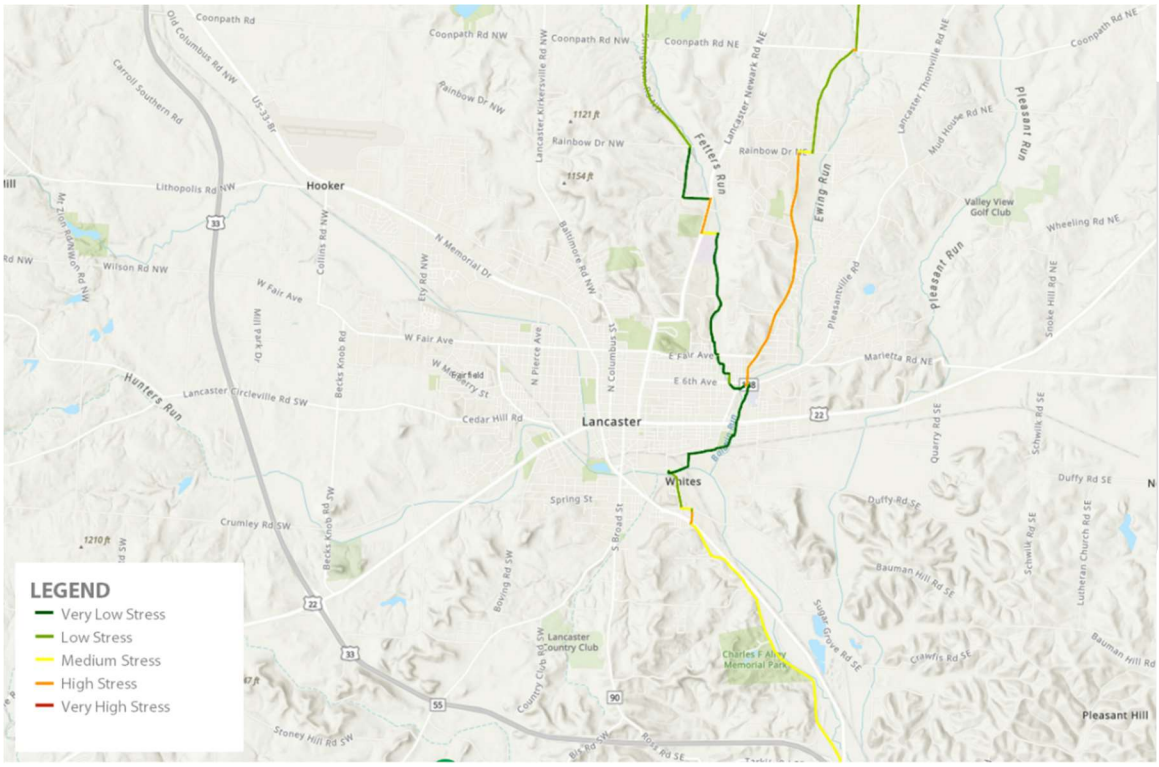

Figure 9 - Locations of US and State Bike System routes with associated level of stress.

D. Existing Safety and Crash Review

Conducting a crash trend and network screening analysis for the Lancaster active transportation network illustrates a need for improved safety measures for bicyclists and pedestrians.

Several roadways and intersections were identified as part of the high-risk network due to a history of crashes and roadway characteristics, such as high speeds and volume. During the time period reviewed (2018-2022), there were 122 crashes involving bicyclists and pedestrians in the City of Lancaster, 26 of which resulted in serious injuries, and three of which resulted in fatalities (two pedestrians, one cyclist). Over the five-year crash period, there were on average 24.4 pedestrian- or bicycle-related crashes per year and 86.1% of those crashes resulted in injury. As shown in Figure 10 through Figure 13, the crash trend is currently rising, there are significantly more pedestrian crashes than those involving bicycle riders, and the

highest frequency of crashes occurs around 8:00pm with high frequencies aligning with AM and PM peak volume periods.

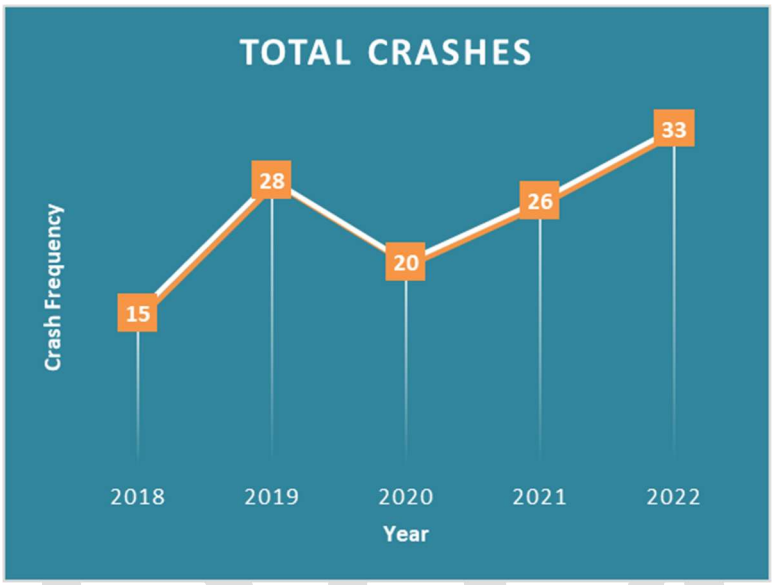

Figure 10 - Pedestrian and Cyclist crashes by year, City of Lancaster.

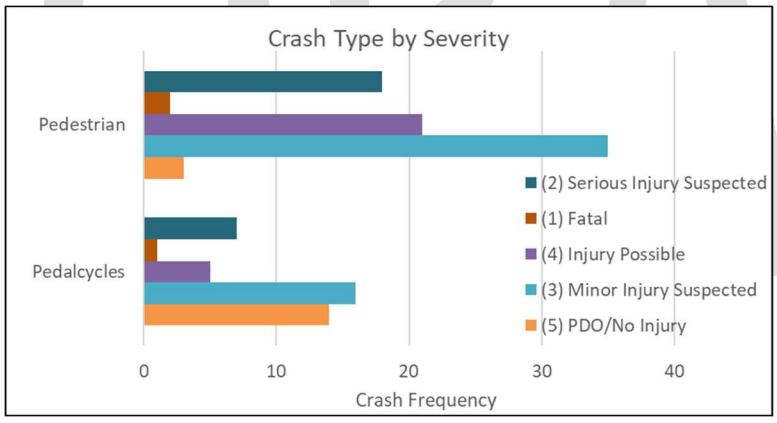

Figure 11 - Pedestrian and Cyclist crashes by frequency and severity, City of Lancaster.

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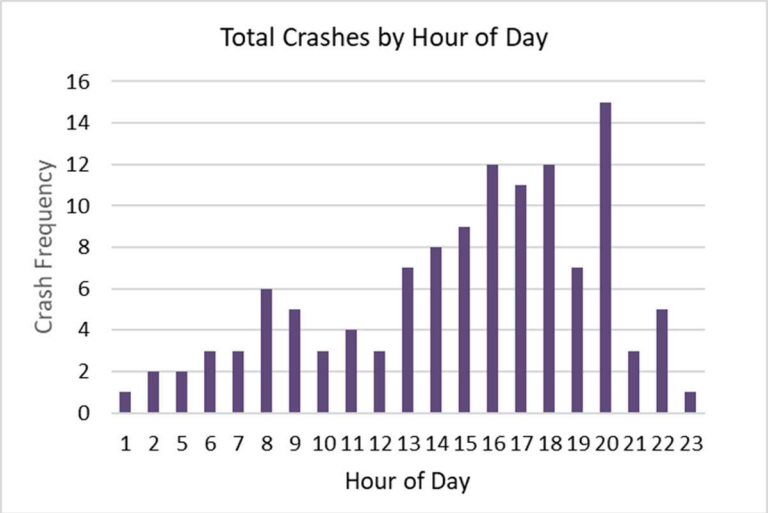

Figure 12 - Pedestrian and Cyclist crashes by hour of day, City of Lancaster.

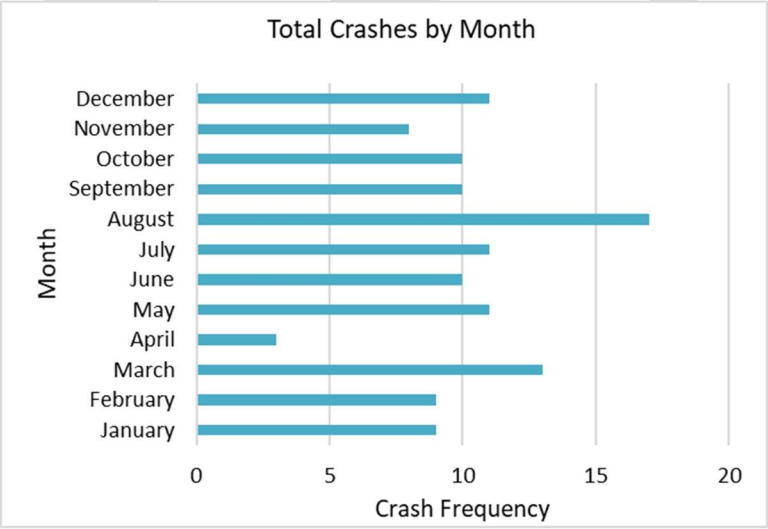

Figure 13 - Pedestrian and Cyclist crashes by month, City of Lancaster.

Of the pedestrian-involved crashes, 35 occurred on roads classified as principal arterials, such as US Route 22 and Memorial Drive. Another 20 crashes occurred on minor arterials such as State Route 158, Fair Avenue, and East 6th Avenue. One crash occurred on a major collector, West 6th Avenue, and the rest were on local roads. These non-local road crashes represent 71% of the pedestrian-involved crashes. Of the pedestrian-involved crashes, 15 occurred on roads classified as principal arterials, another 15 crashes occurred on minor arterials, one crash occurred on a minor collector, West 6th Avenue on the northwest corner of the city, and the rest were on local roads. These non-local road crashes represent 71% of the pedestrian-involved crashes. This data suggests that a large majority of the pedestrian- and cyclist-related crashes occurred on main roadways used for transportation, not merely recreation.

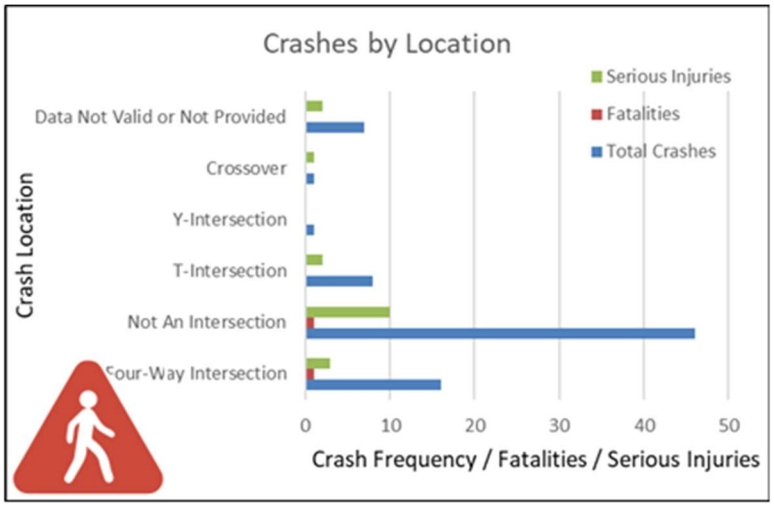

Figure 14 - Pedestrian crashes by Severity and Location, City of Lancaster.

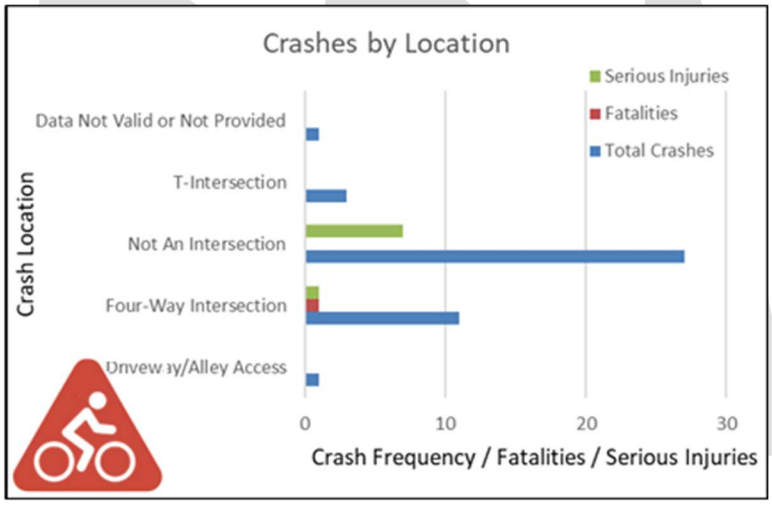

Figure 15 - Cyclist crashes by Severity and Location, City of Lancaster.

Most of the active transportation crashes occurred on roadway segments, not intersections. Two of the three fatalities, however, occurred at four-way intersections. The data aligns with known research and statistics regarding pedestrian and cyclist crashes. Based on data from the National Highway Traffic Safety Administration (NHTSA) for the year 2021, a significant portion of pedestrian fatalities took place within urban environments. The majority of these incidents transpired on the open road rather than at intersections. Furthermore, a substantial portion of these accidents occurred during conditions characterized by low-light conditions and/or darkness. The Pedestrian and Bicycle Information Center (PBIC) reports the most frequently observed scenario in vehicle-bicycle collisions involves a vehicle executing a left turn and colliding with an oncoming cyclist traveling in the opposite lane. This particular scenario accounts for nearly half of all bicycle accidents. Oftentimes, this situation arises when the bicyclist is using the sidewalk, a location where drivers might not be as vigilant when scanning for oncoming traffic. Another commonly observed situation involves a vehicle passing a bicyclist on the left and subsequently making a right turn in front of the cyclist. This typically occurs when the driver neglects to signal their

intention to turn. Figure 14 and Figure 15 show a breakdown of specific types of roadway locations for each pedestrian- and bicycle-involved crash.

E. Active Transportation Need, Demand, and Systemic Safety Priority

The project team reviewed volume and speed data as well as ODOT Demand and Needs Analyses, which identified areas with strong potential for bicycling and walking. ODOT has several streets identified as a Highway Safety Improvement Program priority for Systemic Safety. In this case, the systemic nature is geared towards areas for pedestrian improvement. See Figure 16 to Figure 18 for applicable maps. Larger maps can be found in the Appendix.

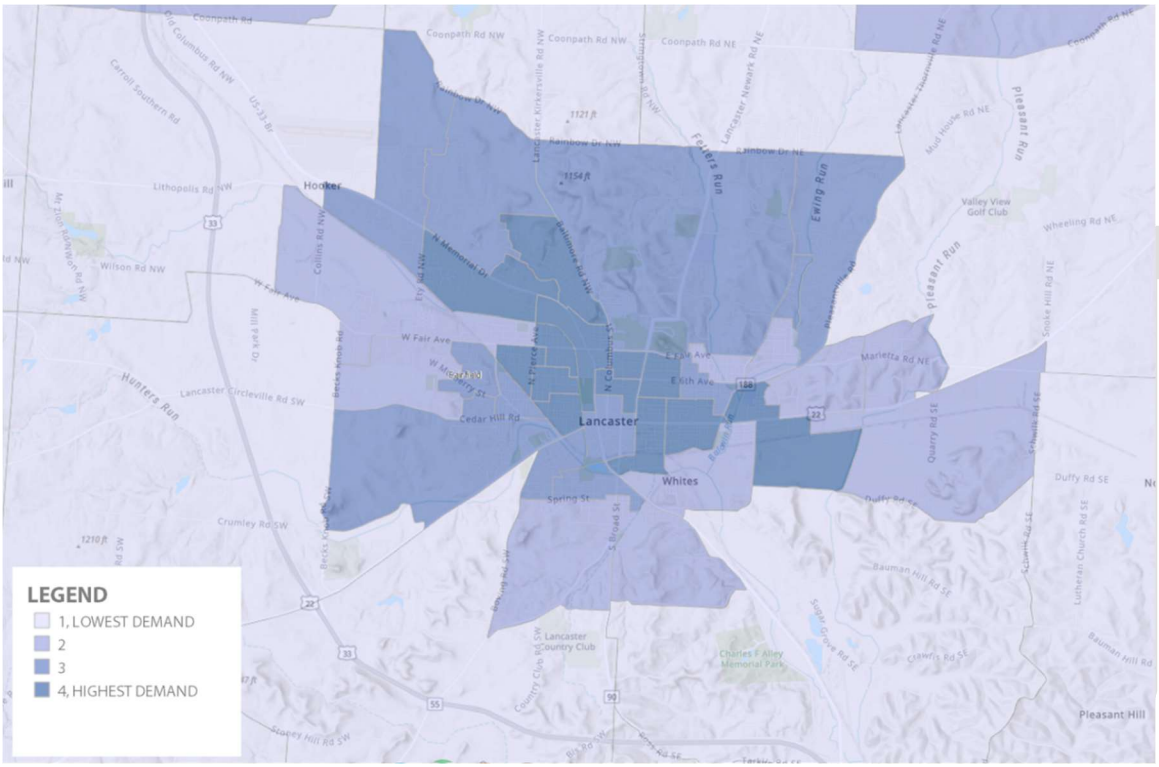

Figure 16 - Representation of areas of Demand for Active Transportation Facilities.

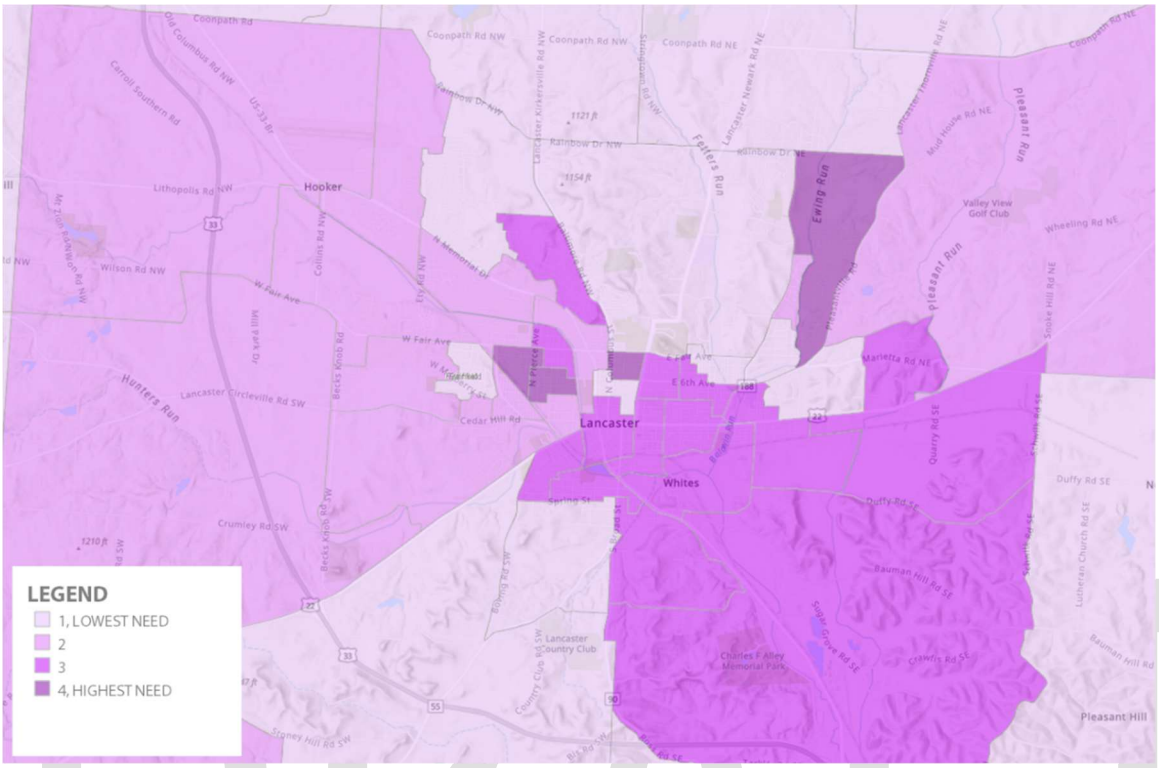

Figure 17 - Representation of areas of Need for Active Transportation Facilities.

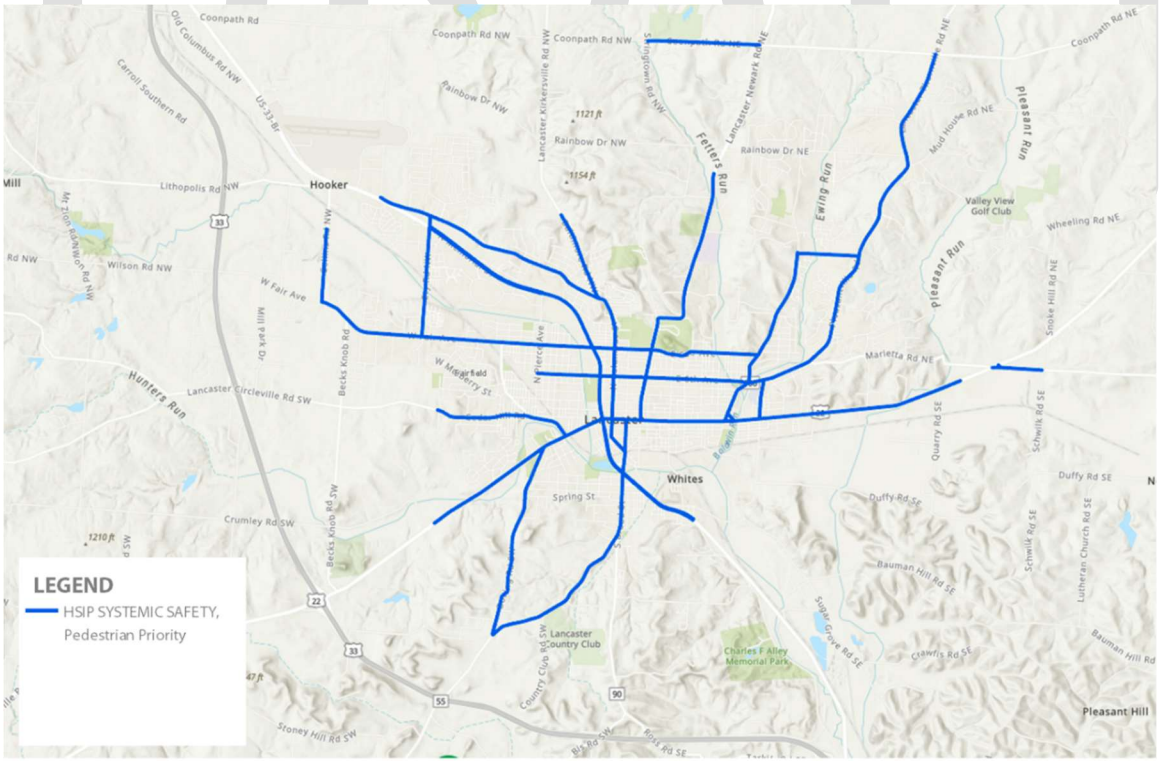

Figure 18 - Routes determined to be a Systemic Safety Priority for pedestrian travel.

F. Analysis

Overlaying the Active Transportation Need and Demand areas on the map showing proportions of residents in poverty (Figure 7) can yield certain insights in terms of priority and equity. See Figure 19 for a representation of the overlays and the assessments below.

Overlap of Demand and Need: Areas that have both high demand and high need for active transportation indicate regions where infrastructure improvements could be most impactful. These are the areas where residents are likely to utilize and benefit from better sidewalks, bike lanes, or public transit options.

Poverty and Transportation: The map showing the percentage of people in poverty gives an indication of where lower-income households are located. If these areas also show high demand or need for active transportation, it suggests that residents may rely more on non-vehicular transportation modes due to economic necessity. Improving active transportation options in these areas could significantly enhance the quality of life for these residents.

Resource Allocation: The overlay of these maps can help city planners and policymakers prioritize where to allocate resources. Regions that show high demand, high need, and a higher percentage of poverty could be prioritized for investments in infrastructure to ensure equitable access to transportation.

Identifying Gaps: There may be areas with high need that do not correspond with high demand. This could indicate a lack of awareness about active transportation options or existing barriers that prevent residents from considering active transportation as a viable option.

Planning for Future Development: The data on active transportation demand and need can also inform future development plans. Ensuring that new housing or commercial developments are accessible via active transportation modes can help to sustainably manage city growth.

Health and Environmental Benefits: Areas with overlapping high demand and need for active transportation are prime candidates for interventions that could have health and environmental benefits. Encouraging active transportation can reduce traffic congestion, lower emissions, and promote physical activity among residents.

Public Engagement: In areas with high need but lower demand, targeted public engagement might be necessary to understand community-specific barriers and preferences. This might involve surveys, public meetings, and pilot programs to boost active transportation usage.

Safety Improvements: Areas where high active transportation demand coincide with high poverty rates may indicate areas where safety improvements could make a big difference. Residents in poorer areas might not have the resources to advocate for themselves, so proactive safety improvements could prevent crashes and injuries.

Economic Opportunities: Improving active transportation in areas with high poverty rates could provide economic opportunities by making it easier for residents to access jobs, education, and services that are currently out of reach due to transportation barriers.

Monitoring and Evaluation: Finally, implementing changes based on these insights should be accompanied by a robust monitoring and evaluation plan. This would track whether the improvements are meeting the needs of the residents and ensure that the intended benefits are being realized.

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These insights can help the City of Lancaster create a more connected, equitable, and healthy environment for all residents by addressing active transportation needs in a targeted and data-driven manner.

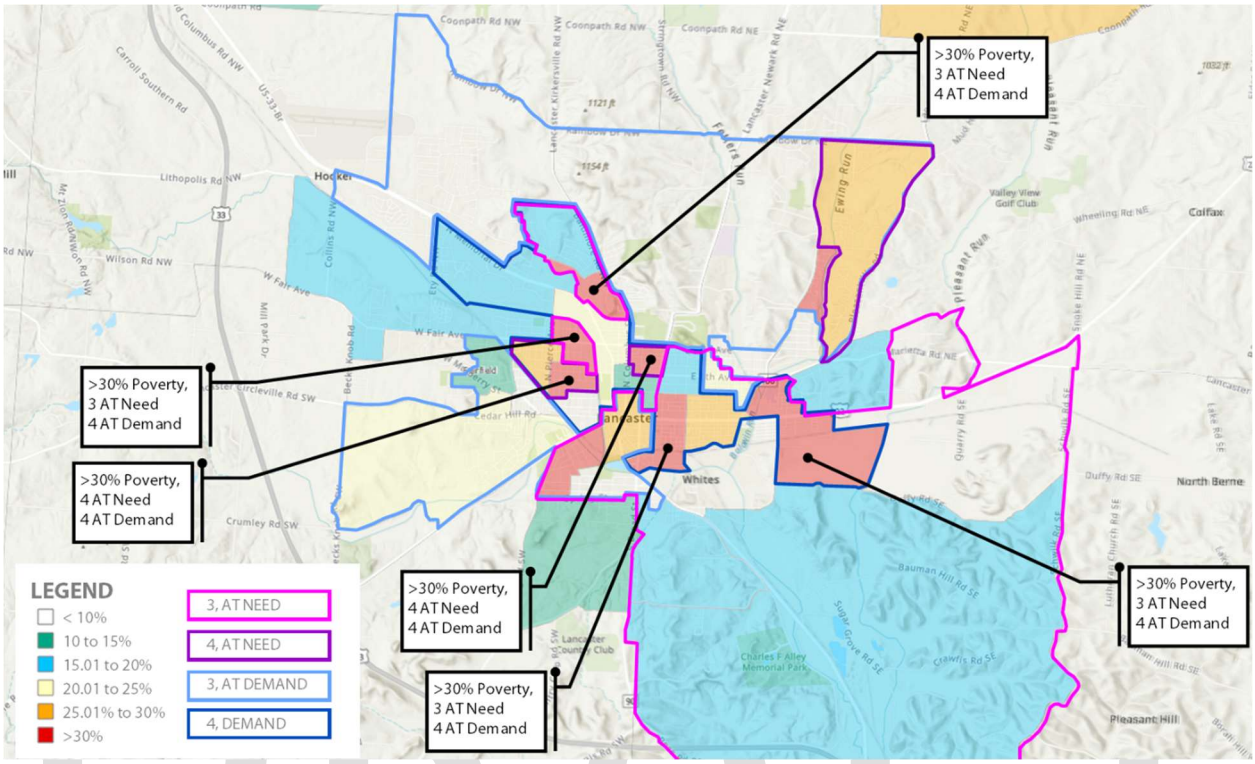

Figure 19 – High Active Transportation (AT) Demand and Need Areas overlaid on the proportion of residents in poverty map.

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IV. PROPOSED PROJECTS AND PROGRAMS

A. Infrastructure Projects

The United States Department of Transportation emphasizes the importance of enhancing and expanding bicycle and pedestrian infrastructure to establish a comprehensive network that encourages walking and cycling as viable transportation modes. An essential aspect of this effort involves ensuring the safety and comfort of the infrastructure to promote physical activity through active transportation. This approach aligns with and complements initiatives such as Safe Routes to School, Complete Streets, and Encouraging Bicycling and Walking programs. Components of bicycle and pedestrian infrastructure encompass:

- Constructing sidewalks
- Developing trails or shared-use paths
- Deploying signalized pedestrian crossings and mid-block crossings
- Utilizing separation or buffer zones
- Provide pedestrian and bicycle infrastructure around and to schools.
- Dedicated bicycle lanes
- Facilities for bicycle parking and storage
- Implementing curb extensions
- Employing various intersection treatments for bicycles, including bicycle boxes, stop bars, and lead signal indicators
- Enhancing landscaping
- Establishing paved shoulders
- Providing pedestrian- and bicyclist-scale lighting
- Constructing pedestrian overpasses or underpasses
- Utilizing separation or buffer zones
- Implementing shared-lane markings, often referred to as "sharrows"
- Installing signage, with a particular emphasis on high-visibility signage

It is worth noting that the location and type of bicycle and pedestrian infrastructure can significantly impact public health outcomes. For instance, individuals who use pathways situated alongside heavily congested roadways may face increased exposure to vehicle emissions. Notably, physically separated bicycle infrastructure has demonstrated the potential to boost bicycle usage, particularly among less experienced riders, while simultaneously promoting safer travel in specific contexts (Pucher and Buehler, 2012; Lusk, 2011).

The following projects have been identified to meet the active transportation needs and demands of the City:

- Memorial Dr New Sidewalks, Crosswalks and MUPs.
- Multi-Use Path extension to North Columbus Street Neighborhoods (River Top)
- Miller Park MUP, Sidewalks and Crosswalks
- Multi-Use Path extension from Arbor Valley to Memorial Drive (North Pass)
- Main St Walks and Crosswalks
- Boving from Olivedale Park to Lincoln Ave
- Multi-Use Path/Sidewalk extentions along North Columbus Street
- Countryside Trail Extension
- Multi-Use Path extention along Ety Road from Hocking River to Fair Ave.
- Multi-Use Path from Ety Rd to Collins Rd

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- Sheridan Drive SRTS Phase 3
- Lincoln Avenue New Sidewalks, Crosswalks and MUPs.
- Thomas Ewing Pedestrian Routes
- S Broad from Bridge to Clark St
- S Broad from Elm to Utica Park
- Lewis Ave from existing walks to Broad St
- Around east limits of old General Sherman School
- Talmadge from Lincoln Ave to Talmadge Elementary
- Fair Ave west of Memorial Drive
- Shasta Dr from existing walk to Grove Ave
- Grove Ave between Shasta Drive and existing walks
- Smith Ave from existing walk to Grove Ave
- Mulberry St between Frank Dr and Summitview Dr

These proposed projects have been incorporated to create a proposed infrastructure transportation base map, as shown split between

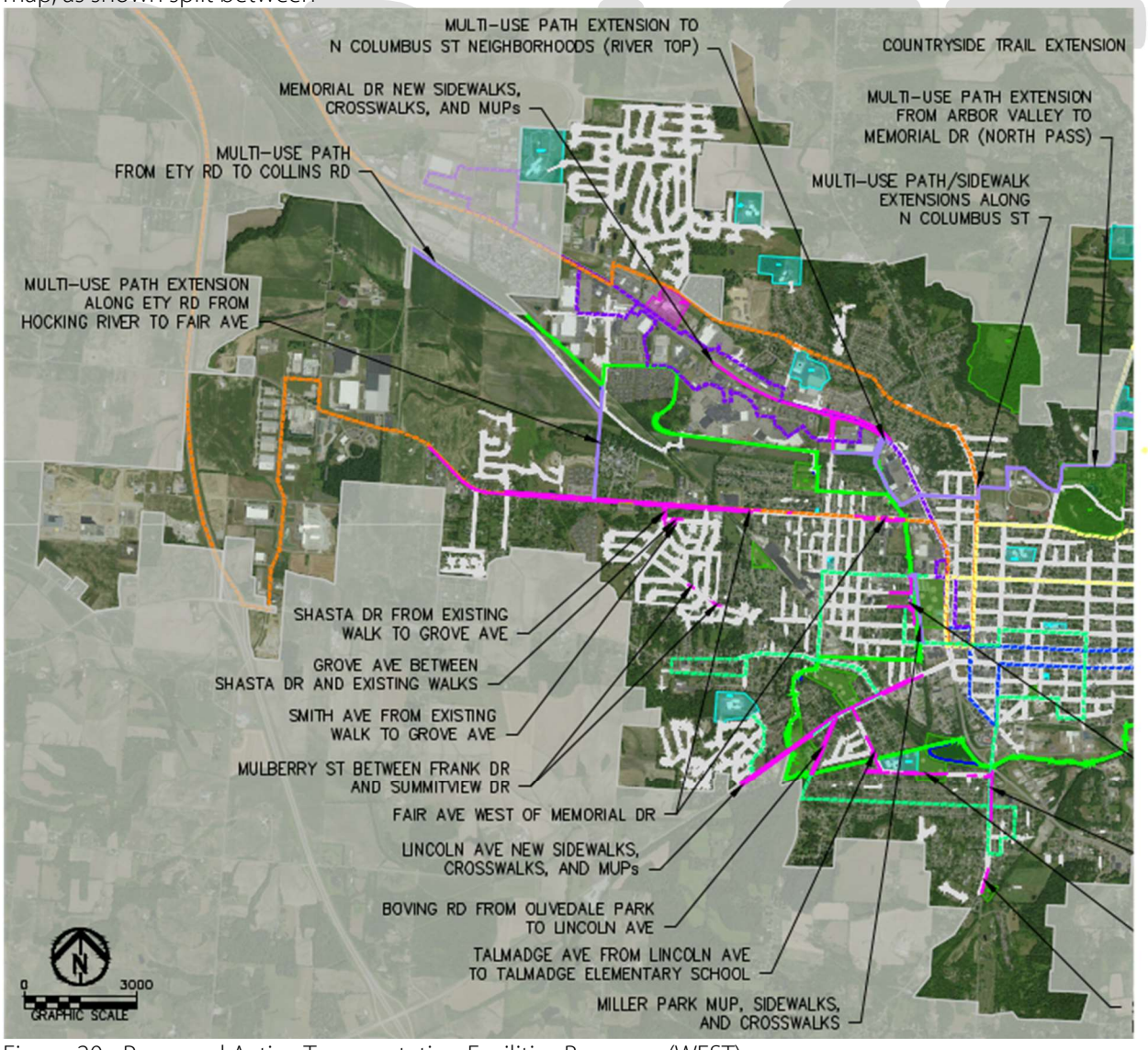

Figure 20 - Proposed Active Transportation Facilities Basemap (WEST).

and Figure 21 with a full size drawing provided in the Appendix.

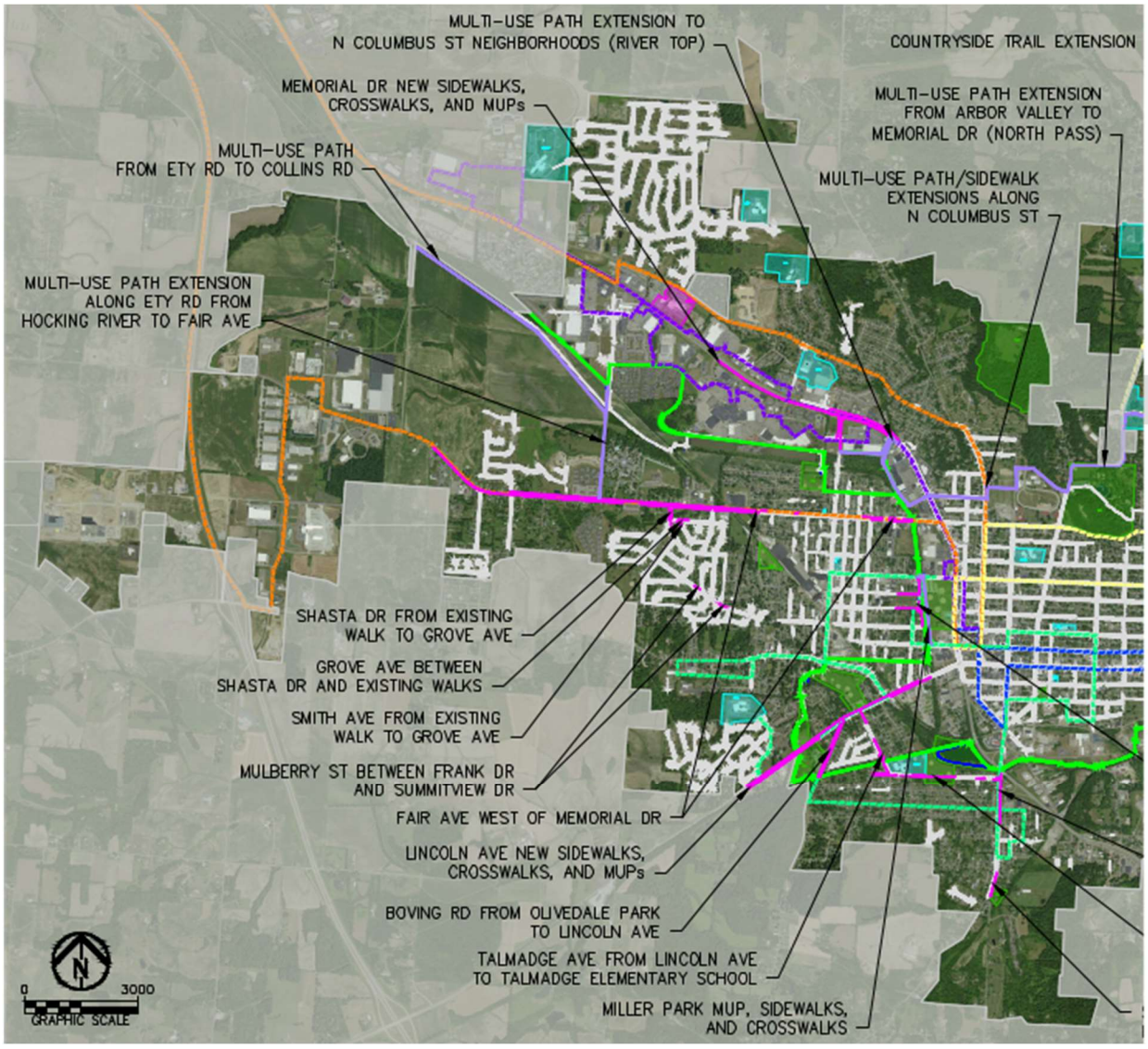

Figure 20 - Proposed Active Transportation Facilities Basemap (WEST).

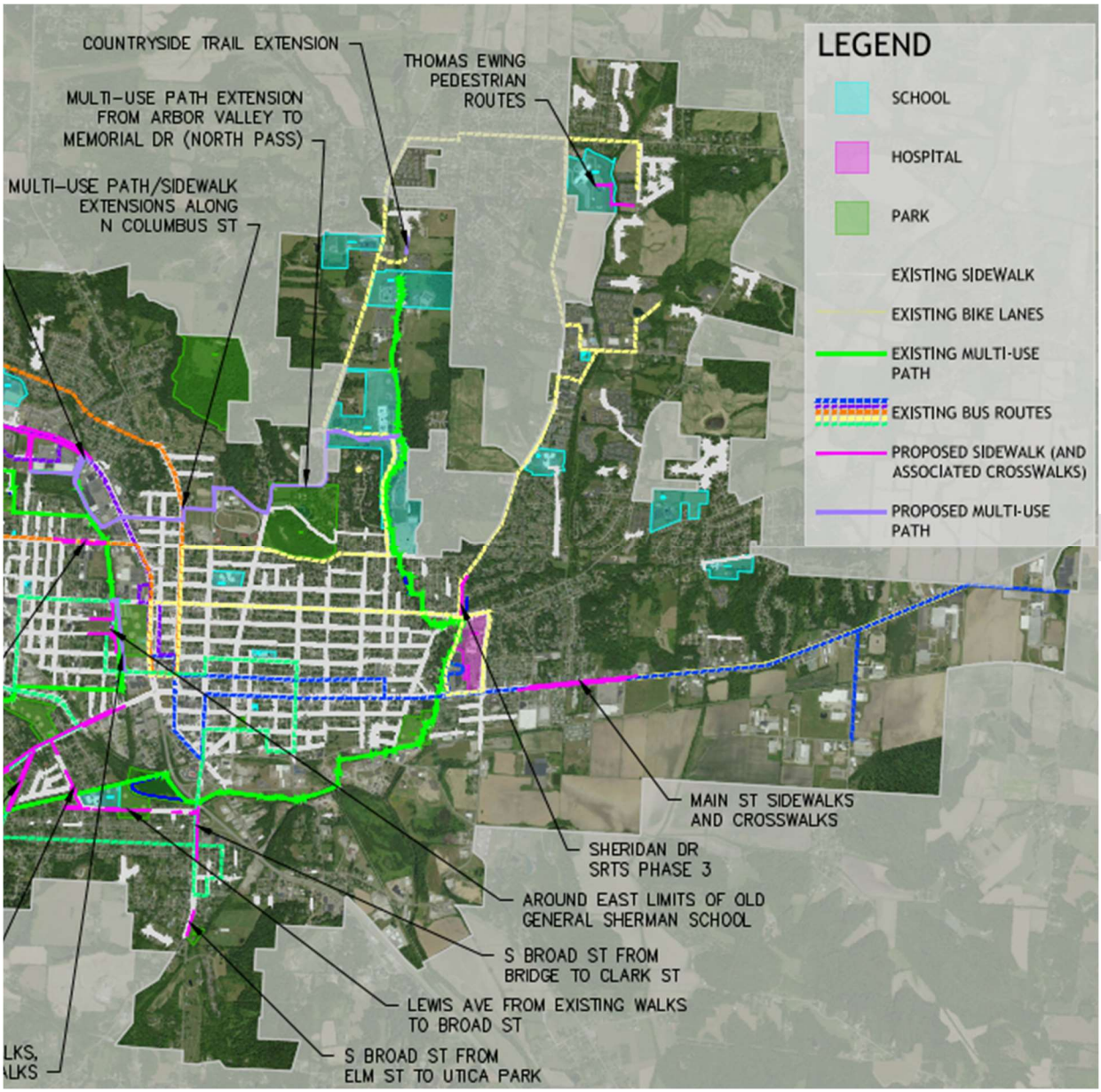

Figure 21 - Proposed Active Transportation Facilities Basemap (EAST).

B. Programs and Policies

Implementing the following programs and policies will help enhance the proposed facilities, promote active transportation, and improve safety in the City of Lancaster. This comprehensive approach aligns with the broader goals of the Fairfield County Active Transportation Plan and addresses the unique needs of Lancaster.

Active Transportation Advisory Committee: Establish a committee to provide ongoing advice and feedback on active transportation issues. This committee will include the Mayor, SSD, City Engineering, City Parks, LDOT and Planning.

Safe Routes to School Program: Implement Safe Routes to School programs to enhance safety and accessibility for students walking or biking to school. This includes infrastructure improvements, educational programs, and community engagement initiatives.

Complete Streets Policy: Adopt and enforce a Complete Streets policy to ensure that all transportation projects are designed and operated to enable safe access for all users, regardless of age, ability, or mode of transportation.

Maintenance and Upkeep Policies: Develop policies for the regular maintenance and upkeep of active transportation infrastructure to ensure safety and usability. This includes routine inspections, prompt repair of damages, and seasonal maintenance activities.

Public Transportation Integration: Work with public transportation authorities to improve integration between active transportation infrastructure and public transit. This includes bike racks on buses, safe and accessible transit stops, and information sharing.

Accessibility Improvements: Ensure that all active transportation facilities are accessible to people with disabilities. This includes ADA-compliant design features and ongoing monitoring to address any accessibility barriers.

Sustainability and Environmental Policies: Incorporate sustainability into active transportation planning and policies, such as using eco-friendly materials for infrastructure and promoting active transportation as a way to reduce carbon emissions.

Partnerships with Local Businesses and Organizations: Develop partnerships with local businesses and organizations to support and promote active transportation. This could include creating bike-friendly business districts, supporting employee wellness programs, and collaborating on community events.

Funding Strategies: Identify and pursue diverse funding sources for active transportation projects, including federal and state grants, local funding, and private partnerships.

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V. IMPLEMENTATION

A. Roles and Responsibilities

The following outlines the collaboration to move the plan forward. Stakeholders involved in the planning process will be collectively responsible for the design, funding, construction, maintenance, monitoring, and/or evaluation of the network based on this section.

City of Lancaster Government: Serve as the primary coordinator for implementing the Active Transportation Implementation Plan, overseeing project management, stakeholder coordination, and public engagement.

LDOT and City Parks: Responsible for the construction, maintenance, and upgrades of transportation infrastructure. Collaborate with planning departments to ensure alignment with the city's overall urban planning.

City Engineering: Develop detailed project plans, conduct feasibility studies, and ensure compliance with state and federal regulations.

Planning and Zoning: Provide planning, coordination, create policies and provide code enforcement.

Community Stakeholders: Include local businesses, schools, advocacy groups, and residents in the planning and feedback process, ensuring that projects meet the community's needs.
Fairfield County Authorities: Collaborate on projects with regional impact and ensure consistency with the county's broader transportation objectives.

B. Funding Strategies

There are several state and federal funding sources that can be used to supplement local funding sources to build out the active transportation network and fund related programming efforts.

Federal and State Grants: Pursue grants from ODOT (Highway Safety Improvement Program, Safe Routes to Schools, Carbon Reduction Program, and Transportation Alternatives Program), Department of Housing and Urban Development (HUD), USDOT programs (such as RAISE and Safe Streets for All), and other relevant federal agencies.

Local Funding: Allocate city funds for active transportation projects, including an annual stipend from general funds towards active transportation projects.

Private Partnerships: Engage with local businesses and organizations for sponsorships or partnerships, especially for projects that benefit their employees or customers.

Community Fundraising: Implement community fundraising initiatives for specific projects, encouraging local investment in active transportation.

C. Maintenance Strategies

For a successful implementation of active transportation facilities, the City must plan for, determine the frequency of, and coordinate the necessary activities required to perform maintenance on the built facilities. This includes the following efforts.

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Regular Inspections: Conduct routine inspections of all active transportation infrastructure to identify and address any wear and tear or safety issues.

Seasonal Maintenance: Establish a plan for seasonal maintenance, including snow removal in winter and foliage management in summer.

Responsive Repairs: Create a system for rapid response to any damages or hazards reported on active transportation routes.

Community Involvement: Encourage community reporting of maintenance issues and include volunteer opportunities in upkeep initiatives.

D. On-going Monitoring and Evaluation

The following discusses the means and methods of monitoring the effectiveness and success of the elements of this Active Transportation Implementation Plan.

Data Collection: Regularly collect data on usage patterns, safety incidents, and community feedback to assess the effectiveness of active transportation initiatives.

Periodic Reviews: Conduct periodic reviews of the Active Transportation Plan, making adjustments based on new data, technological advancements, and changing community needs.

Public Reporting: Share progress and challenges with the public, maintaining transparency and community engagement in the ongoing development of active transportation in Lancaster.

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VI. SUMMARY

The City of Lancaster Active Transportation Implementation Plan presents a comprehensive approach to enhancing the city's transportation network. The plan focuses on developing a robust infrastructure for pedestrians and cyclists while fostering a culture of active transportation through targeted programs and policies. The initiatives outlined in the plan are aligned with the broader goals of the Fairfield County Active Transportation Plan and are specifically tailored to address the unique needs and demands of Lancaster. The plan serves as a testament to the city's commitment to creating a healthier, more accessible, and sustainable future, positioning Lancaster as a leader in active transportation in the region.

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APPENDIX

Maps

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